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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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New Rail Line Under Construction Between Akhtopol and Kosti

1. During the spring and summer of 1953 a standard-gauge, single-track railroad line was being constructed from Akhtopol (N 42-07, E 27-55) through Kosti (N 42-04, E 27-48) to the lumber mill located about one-half kilometer west of Kosti. The construction is being carried out under the direct supervision of the Burgas office of DP "Gorstroy" (Durzhavno Predpriyatie "Gorstroy"; State Enterprise "Forest Development"). "Gorstroy is the Bulgarian State agency charged with the construction of transportation routes to facilitate the shipment of timber and lumber and is constructing this railroad line primarily to ship lumber from the Kosti area. The line is scheduled to be completed by the end of 1953.

2. rails had been laid to within a kilometer or two east of Kosti by the middle of September 1953. the rails have reached a point no more than 500 meters east of Kosti. 25X1 rail traffic has been inaugurated between Akhtopol and the point where the rails end and that the grading has been completed in preparation for the laying of the roadbed.

3. Two bridges are to be constructed in the immediate vicinity of Kosti. Both bridges will be eight meters wide and will carry a single-track line. one of the bridges is located about 1,000 meters east of Kosti and will be 200 to 300 meters long and will have 28 piers. this 25X1 bridge is 350 to 400 meters east of Kosti, is to be 50 to 60 meters long, and will have eight to 10 piers. By the middle of September 1953, work on the bridges had progressed to the point where all piers (which are of reinforced concrete and stone)

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had been constructed, but no work had been done on the superstructure. the second bridge is located about 200 meters east of Kosti, is to be about eight meters long, and will have two piers. this bridge is located about 100 meters west (sic) of Kosti, is to be eight to 10 meters long, and will have two piers. By mid-September 1953, preparatory work for the construction of this bridge had been completed but no work on the actual construction of the bridge had been done.

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4. The construction work was a Bulgarian undertaking throughout, and no Soviet citizens were connected with the project. The labor force consisted of 65 men working on the construction of the railroad and 20 to 25 men working on the construction of the bridges. The rate of pay was 40 to 50 leva for skilled workers and 20 to 30 leva for unskilled workers per eight hour day.

Road Construction in Michurin Okoliya

5. A new road about one kilometer in length is under construction between Velika (N 42-11, E 27-47) and the Malko Turnovo-Lozenets (N 42-12, E 27-49) highway. During the spring of 1953 a work detail of 180 to 200 laborers was employed in grading and in digging the drainage ditches. it was expected that the road would be completed by the end of 1953.

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The Stara Zagora-Burgas Railroad Line

6. The Stara Zagora-Burgas railroad line is a standard-gauge, single-track line which is maintained in good condition.

7. the iron bridge across the Tundzha River at the village of Kulaklu (N 42-33, E 26-31), which was destroyed by the Germans in 1942, has been completely rebuilt. It is 80 to 100 meters long and 10 to 15 meters wide.

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8. the documents of the passengers were checked only as they boarded the train in Burgas. the Militia made spot checks of the documents of some persons along the way.

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The Stara Zagora-Kŭrdzhali Railroad Line

9. The Stara Zagora-Kŭrdzhali railroad line is a standard-gauge, single-track line which is maintained in good condition. It is used predominantly for freight traffic, although there are also three passenger and three mail (sic) trains daily in each direction.

10. The main bridge on this line is located just west of Dimitrovgrad, and crosses the Maritsa River. This bridge was destroyed by the Germans in 1942 and has now been completely rebuilt. The bridge is approximately 15 meters long (sic) and 10 to 15 meters wide.

11. there are three tunnels on this line, as follows:

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a. A short tunnel about 200 meters south of Perperek (N 41-41, E 25-32);

b. A short tunnel which takes 30 to 40 minutes to traverse (sic), 200 to 300 meters north of the Most (N 41-44, E 25-31) railroad station; and

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c. A short tunnel 150 meters north of the Narinovo (sic) railroad station.

12. [redacted] on the other hand, [redacted] there are four tunnels on this line, three located eight to 10 meters from each other and about a half hour's ride from Kŭrdzhali, while the fourth is about 500 to 600 meters north of Dimitrovgrad. 25X1

13. A third class ticket from Kŭrdzhali to Burgas, via Stara Zagora, about 350 kilometers in distance and taking 16 hours of travel time, costs either 58 leva [redacted] or 53 leva [redacted]. 25X1

14. The documents of the passengers travelling north from Kŭrdzhali are checked only as the passengers board the train in Kŭrdzhali. [redacted] 25X1

Passenger Ship Service Between Burgas and Akhtopol

15. A small passenger ship which carries a maximum of 60 to 70 passengers operates between Burgas, Atiye, Sozopol, Primorsko, Michurin, and Akhtopol. The ship [redacted] leaves Burgas at 8:00 a.m., arrives at Michurin at 11:00 a.m. and Akhtopol at 11:30 or 11:40 a.m. The ship remains in Akhtopol overnight and leaves at 8:00 the next morning on its return journey to Burgas. The fare from Michurin to Burgas (class not stated) is 3 leva and 60 stotinki. The Lichen Pasports and Otkrit Lists of the passengers are checked both on embarking and on disembarking. 25X1

Document Check- Points Between Burgas and Lozenets

16. [redacted] employees of "Gorstroy" departed for Lozenets aboard a "Gorstroy" truck. During this trip the truck was stopped twice by uniformed patrols (branch of service unknown). The first check took place about five kilometers south of Burgas by a stone bridge with an iron railing located near the sea.[2] The check was made by a 4- or 5-man patrol, each of whom was in uniform and armed with a rifle. The Lichen Pasport and Otkrit List of each individual was checked before the truck was permitted to continue on its journey. A 3-man uniformed patrol, men each armed with a rifle, stopped the truck next at a bridge located between Kiten (N 42-14, E 27-46) and Lozenets. Again both the Lichen Pasport and Otkrit List of all were checked by the patrol. 25X1

1. [redacted] 25X1

2. [redacted] Comment: [redacted] probably [redacted] the Poda bridge, a known check-point on the highway leading to the south out of Burgas. 25X1

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